

~~CONFIDENTIAL~~REPORT NO.

50X1

COUNTRY Poland

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DATE DISTR. 18 Dec. 1953

SUBJECT Gdansk/Wrzeszcz Airfield

NO. OF PAGES 4

DATE OF INFORMATION

REFERENCES:

PLACE ACQUIRED

THIS IS UNEVALUATED INFORMATION

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I. Identification Data:Reference to Encl. 1, Overlay of GSGS 4416, Sheet J-13, Pinpointing Gdansk/Wrzeszcz Airfield and Points of Interest.Point # 1. Gdansk/Wrzeszcz Airfield.# 2. Chrobry Street: cobblestone, 10 m. wide, in fair condition. Leading northeast two kilometers to Brzezno (N 54-24, E 18-38 approximate coordinate).# 3. RR Tracks: four tracks, European standard gauge. Two tracks were used by locomotive type engines and two by electric type engines. Tracks were leading north 16 km. to Gdynia and south five kilometers to Gdansk.II. Site Layout:Reference to Encl. 2, Memory Sketch of Gdansk/Wrzeszcz Airfield.Point # 1. Chrobry Street: See Pt. 2, Encl. 1.# 2. Private Homes.# 3. Kosciuszko Street: cobblestone, 10 m. wide, good condition.# 4. Dirt Road: four meters wide.~~CONFIDENTIAL~~

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- # 5. Slowacki Street: cobblestone, seven meters wide, fair condition.
- # 6. RR Tracks: /see Pt. 3, Encl. 17.
- # 7. Grunwaldska Street: cobblestone, 15 m. wide, good condition, leading north to Gdynia and south to Gdansk.
- # 8. Wojsko Polskie Street: cobblestone, four lane, fair condition.
- # 9. Airfield RR Station Stop.
- # 10. Structures: private homes, small factories, small warehouses, and stores, extending to Oliwa /N 54-24, E 18-34/ between RR tracks /Pt. 6, above/ and street /Pt. 7, above/.
- # 11. Entrance: screen wire gate. This entrance was used by passengers.
- # 12. World War II German Bunkers: not in use, number unknown.
- # 13. Entrance: barbed wire gate. This entrance was used by airfield employees.
- # 14. Workshops and Administrative Buildings: wood, 30 x 10 x 5 m., with tar paper covered low gable roof. Source stated that there were possibly more than the four indicated on sketch; he observed gliders in one of these workshops.
- # 15. Runway: construction believed to be of asphalt, dimensions unknown; runway had night lighting facilities.
- # 16. Runway: /Same as Pt. 15, above/ with exception that this runway was longer.
- # 17. Hangar: reinforced concrete, dimensions unknown, with oval shape corrugated sheet metal covered roof. [redacted] 50X1
[redacted] hangar was very large. [redacted] IL-12 and Piper 50X1
[redacted] Cub type aircraft in hangar (number unknown); hangar also contained airfield administrative offices.

III. Airfield Information:

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This was a civilian operated airfield, but on some occasions [redacted] 50X1
[redacted] some military aircraft and military personnel on airfield (type of aircraft believed to be conventional fighter type YAK-9-P, numbers unknown). Airfield was oblong in shape, two by two kilometers, extensibility possible one kilometer north northeast, surface was flat and grassy, field elevation three meters. Flying activity was daily flights to Krakow /N 50-05, E 19-55/, Katowice /N 50-16, E 19-01/, Poznan /N 52-25, E 16-58/, Wroclaw /N 15-06, E 17-02/ and Warsaw; every second day flights were made to Szczecin /N 53-25, E 14-35/. [redacted] no further information concerning this airfield.

ENCLOSURES:

1. Pinpoint Location of Gdansk/Wrzeszcz Airfield
2. Memory Sketch of Gdansk/Wrzeszcz Airfield

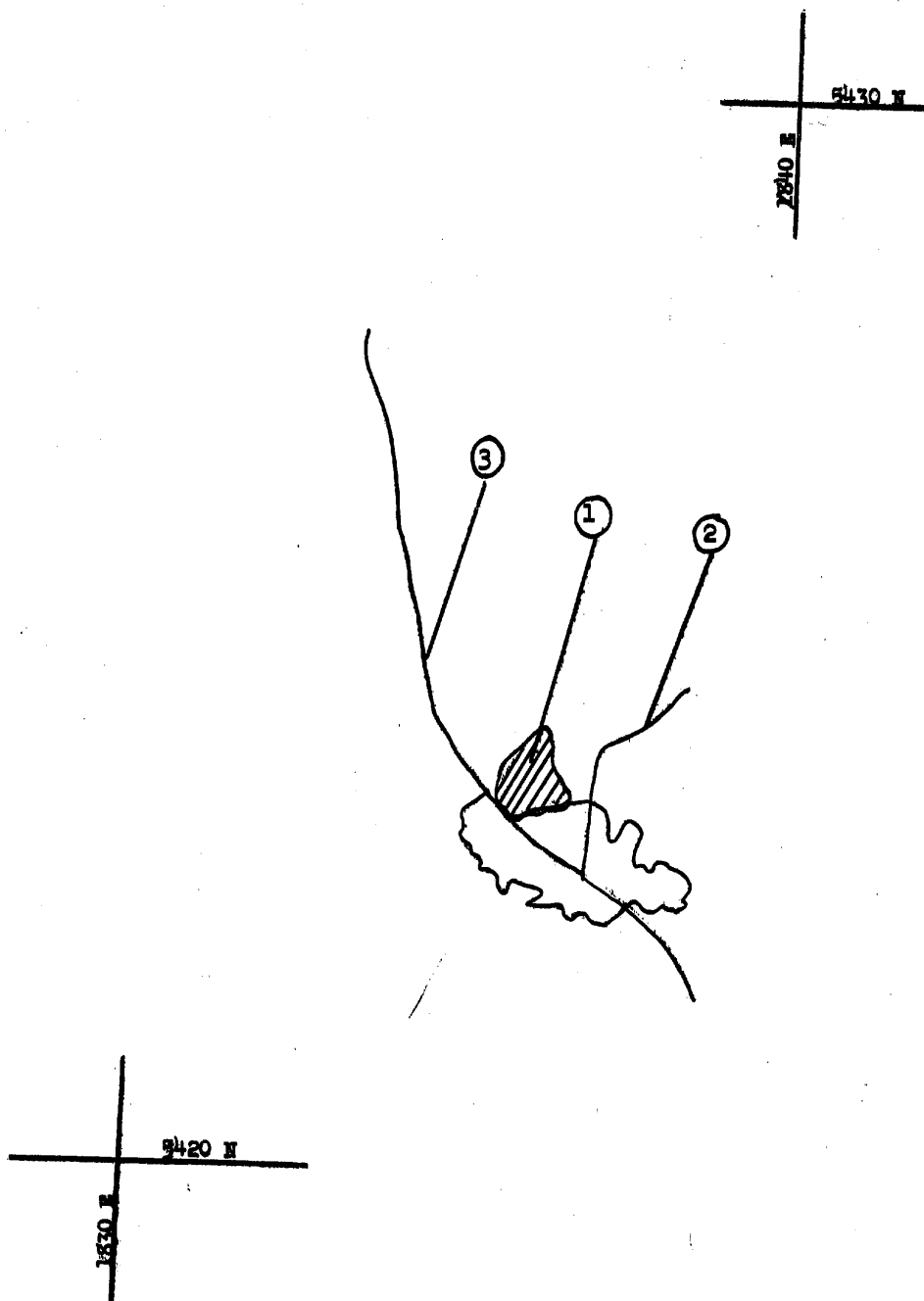
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ENCLOSURE 1:

Pinpoint Location of Gdansk/Wrzeszcz Airfield, Overlay of GSGS 4416,
Sheet J-13



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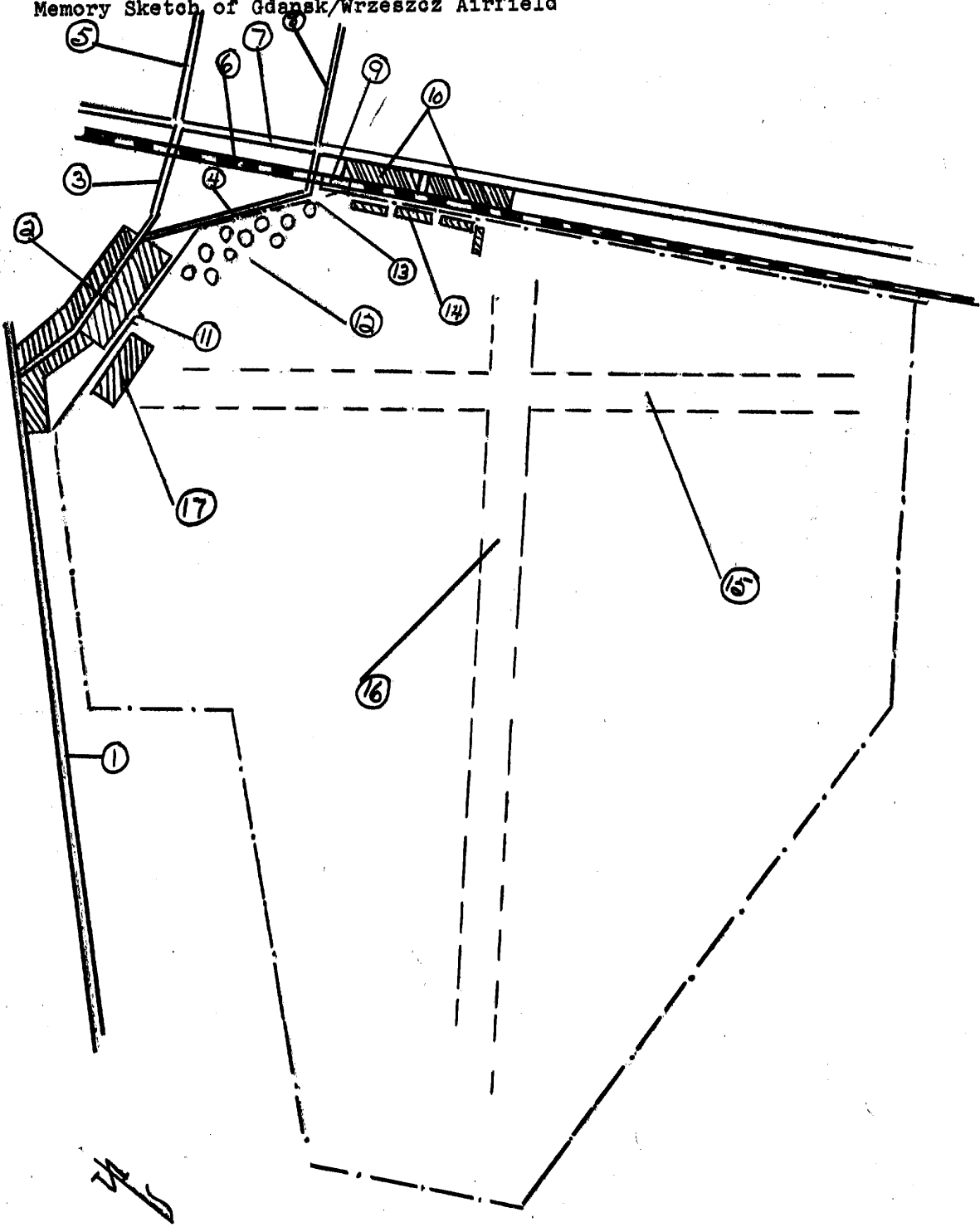
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ENCLOSURE 2:

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Memory Sketch of Gdansk/Wrzeszcz Airfield



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